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VFR TERMINAL AREA CHART

NEW YORK

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1927
Topographic data corrected to September 1989

38 *TH EDITION December 14, 1989*
Includes airspace amendments effective *November 16, 1989*
and all other aeronautical data received by October 19, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.

This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of the next edition scheduled for *MAY 31, 1990*

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

NEW YORK TERMINAL CONTROL AREA

See back of this chart for procedural information within the New York Terminal Control Area (TCA)

100 -- Ceiling of TCA in hundreds of feet MSL
80 -- Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON NEW YORK TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
CALVERTON/PECONIC (NAVY)	PECONIC RIVER	0800-1630 MON-FRI		128.65 340.2	
ESSEX CO	CALDWELL	0700-2300	135.5	126.5	
GRUMMAN BETHPAGE NF	BETHPAGE	0800-1630 MON-FRI		121.3 126.2 340.2	
JOHN F. KENNEDY INTL	KENNEDY	CONTINUOUS	ARR 128.725 ARR 117.7 NE ARR 115.4 SW DEP 115.1	119.1 258.3	
LA GUARDIA		CONTINUOUS	ARR 125.95 DEP 127.05	118.7 263.0	
LONG ISLAND MACARTHUR	LONG ISLAND	0600-2300	128.45	119.3 233.2	
MERCER CO	TRENTON	0600-2400	119.45	120.7 257.8	
MORRISTOWN		0700-2230	124.25	118.1 353.9	
NEWARK INTL		CONTINUOUS	ARR 115.7 DEP 132.45	118.3 257.6	
REPUBLIC		0700-2300	126.65	118.8 229.5	
SIKORSKY HELIPORT NF		0800-1600 MON-FRI		123.2 314.6	
SIKORSKY MEM	BRIDGEPORT	0630-2230	119.15	120.9* 257.8	
TETERBORO		CONTINUOUS	108.4 114.2	119.5 125.1	
WESTCHESTER CO		0600-2300	ARR 116.6 DEP 133.8	119.7 381.2	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

LONG ISLAND ARSA	126.95 367.2 (330°-049°) 118.0 367.2 (050°-179°) 120.05 367.2 (180°-329°)

SPECIAL USE AIRSPACE ON NEW YORK TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
W-105E	NARRAGANSETT, RI	TO 8000	INTERMITTENT	NAS OCEANA FACSF
W-106-A	PATCHOGUE, NY	TO 3000	INTERMITTENT	ZBW CNTR
W-106-B	PATCHOGUE, NY	TO 8000	INTERMITTENT	ZBW CNTR

C55.416/11:

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National Oceanic and Atmospheric Administration
National Ocean Service

Entire area of this chart is within the Eastern Standard Time Zone + 5 (+4 DT) = UTC

VFR TERMINAL AREA CHART
NEW YORK

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Airport Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways: 1500 ft or greater
- Seaplane Base (SPB)

All recognizable hard-surfaced runways, including those closed, are shown for navigational reference.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt): Non-public use having emergency or landmark value
- Military: Other than hard-surfaced: All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult A/FD(P).
- Rotbeam - Terminal
- Unverified
- Abandoned - paved, having landmark value
- Flight Path Selected

Services - Fuel available and field tended during normal working hours (A/FD). Fuel may be available at locations without tended service. Consult A/FD for details. Majority of airports with tended service have 5700 to 24 hr. operation.

NPCT - Non Federal Control Tower

★ Rotating light in operation. Sunset to Sunrise

AIRPORT DATA

Box indicates Special ——— NAME CT - 118.3 ●
Traffic Area (See FAR 93) 123.6
265 1727 X 95 — UNICOM
VFR Advsy 125.0
Airport of Advsy

Indicates Flight Service Station on field.

FSS - Flight Service Station.

CT - 118.3 - Control Tower (CT) - primary frequency
● - Star indicates operation part time. See Tower Frequencies
Indication for hours of operation.

Indicates Common Traffic Advisory Frequencies (CTAF).

ATIS 123.8 - Automatic Terminal Information Service

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.

265 - Elevation in feet

Lighting - Sunset to Sunrise
Lighting available on request; part-time lighting; or pilot-controlled lighting.

72 - Length of longest runway in hundreds of feet; visible length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

NPCT - Non Federal Control Tower.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon

FBI POINT LOMA 382 — Marine Radiobeacon — H-HW (Continuous) 2½ min.

Other Fixes, i.e. Commercial Broadcast Stations, FSS Outlets, RCO, etc.

122.1R 122.6 123.8
SARANAC 262 118.8 OMI

Underlined indicates no route on this face.

Square indicates TWEB, AIRMET, SIGMET available at this NAVAID.

R - receive only
T - transmit only

122.1R — MUSKEGON

122.1R
CHICAGO OH

Heavy line ( ) indicates Flight Service Station (FSS). Freqs: 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.

No Airport Advisory Service on FSS freq 123.6

In Canada all available FSS frequencies are shown.

Frequencies above this line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and remote FSS. Consult Airport/Facility Directory

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

C - Control Zone
E - Extends upward from the surface
C2 within which Fixed-wing special VFR Flight is prohibited
Class C or E (C2) (Canada)

Tops hundreds

The limits of controlled airspace are shown by red bands (cigarette) and are color-coded in blue and magenta.

From 700 feet above surface
From 1200 feet above surface
2000 — Floors other than 700 or 1200 feet above surface
2000 MSL — Tops
Prohibited, Restricted, Warning and Alert Area
MOA - Military Operations Area
Special Airport Traffic Area(s)
Special Air Traffic Rules, See F.A.R. Part 93 for details.
NAME - Magnetic Blue or Black
Power Check Point
Parachute Jumping Area. See Airport Facility Directory
Low Altitude Federal Airways are indicated by center line.
V 3 — 270°
Intersection - Arrows are stacked towards facilities which establish intersection.

TCA - Terminal Control Area (See F.A.R. 91.24 &M)
MCA - Airport Radar Service Area
TRSA - Terminal Radar Service Area
ARSA - Terminal Radar Service Area
MTR - Military Training Route
Class E Airspace

OBSTRUCTIONS

1500 ft and higher AGL
below 1000 ft AGL
Obstruction with multiple lights
Obstruction with synchronized flashing lights
Group Obstruction
2049 — Elevation of the top
1149 — Height above ground or water nearest whole foot
UC — Under Construction
CAUTION: Guy wires may extend considerable distance from structure.

MISCELLANEOUS

-15° — Isogonic line (1985 Value)
Lighthouse
Beacon
Rotating Beacon
Airport
Heliport
Glider Operation
Flashing Light
Marine Light
Lock
Dam
Non-Perennial Lake
Perennial Lake

TOPOGRAPHIC INFORMATION

Roads
Road Markers
Railroad
Bridges And Viaducts
Power Transmission Lines
Cableway, Height above/top 2024
Aerial Cable
Tallest Tower P/T (Lon Number)
615 (Elevation Base Of Tower)
Coast Guard Station
Race Track
Sand - water, oil or gas
Oil Well ● Water Well
Mines And Quarries
11822 (Elevation of Pass)
Ordered Treaty Limit
Shipwreck
Rocks
Reef
Sand
Marsh
Woods
Orchard
Vineyard
Urban Area

N 42 y/99½ VFR TERMINAL AREA CHART

NEW YORK

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1927
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NEW YORK TERMINAL CONTROL AREA

See back of this chart for procedural information within the New York Terminal Control Area (TCA)

100 — Ceiling of TCA in hundreds of feet MSL
80 — Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON NEW YORK TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces; the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies; all ATIS frequencies available are tabulated below.

ILS# and/or MAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
CALVERTON PECONIC (NAS)	PECONIC RIVER	0800-1630 MON-FRI		118.65 340.2	
ESSEX CO	CALDWELL	0700-2300	135.5	126.5	
FARMINGDALE REPUBLIC	BETHPAGE	0800-1630 MON-FRI		121.3 126.2 340.7	
JOHN F. KENNEDY INTL	KENNEDY	CONTINUOUS	ARR 128.725 ARR 119.7 NE ARR 115.4 SW DEP 115.1	119.1 338.3	
LA GUARDIA		CONTINUOUS	ARR 120.95 DEP 127.05	118.7 263.0	
LONG ISLAND MACARTHUR	LONG ISLAND	0600-2300	108.45	119.3 233.2	
MERCER CO	TRENTON	0600-2400	119.45	120.7 257.8	
MORRISTOWN		0700-2230	124.25	118.1 353.9	
NEWARK INTL		CONTINUOUS	ARR 113.7 DEP 132.45	118.3 257.6	
REPUBLIC		0700-2300	126.85	118.8 229.5	
SIKORSKY HELIPORT NF		0800-1600 MON-FRI		123.2 314.6	
SIKORSKY MEM	BRIDGEPORT	0630-2230	118.15	120.9* 257.8	
STEWART		CONTINUOUS	108.4 114.2	119.5 125.1	
WESTCHESTER CO		0600-2300	ARR 118.6 DEP 132.8	119.7 381.2	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

LONG ISLAND ARSA — 126.95 367.2 (330°-049°)
118.0 367.2 (050°-194°)
120.05 367.2 (195°-329°)

SPECIAL USE AIRSPACE ON NEW YORK TERMINAL AREA CHART

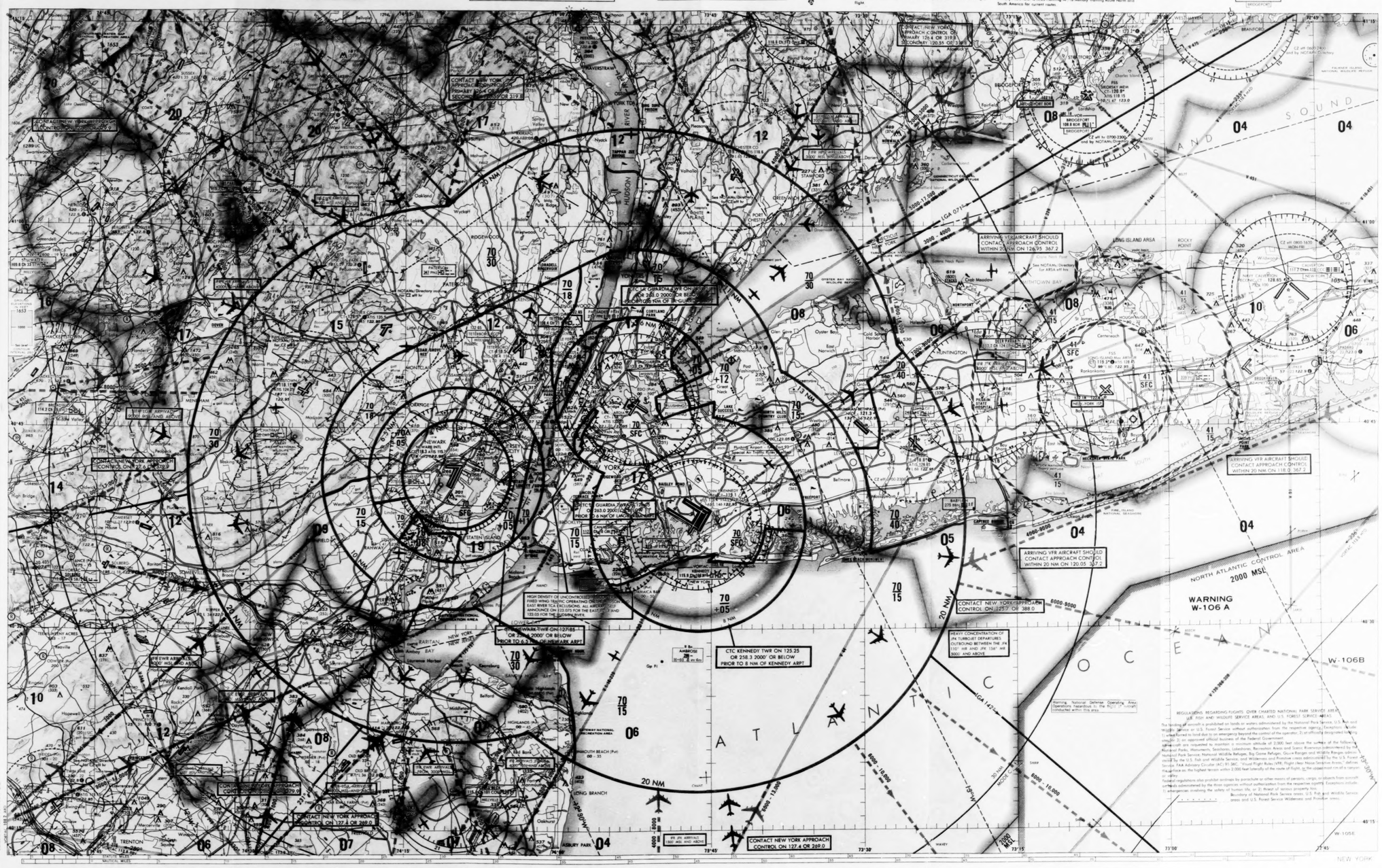
Unless otherwise noted altitudes are MSL and in feet, time is local.
Contact nearest FSS for information.
*Other time by NOTAM control FSS.

The word "NO" an altitude means "To and including."
FL - Flight Level
"NO A/G" - No air to ground communications.

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
W-105E	NANTUCKET, MA	TO 8000	INTERMITTENT	NAS OCEANA FACSF
W-106A	PATCHOGUE, NY	TO 3000	INTERMITTENT	ZBW CNTR
W-106 B	PATCHOGUE, NY	TO 8000	INTERMITTENT	ZNY CNTR

C55 416/11:


CONTACT NEW YORK APPROACH CONTROL ON PRIMARY 126.4 OR 319.1 SECONDARY 120.55 OR 318.5
CONTACT NEW YORK APPROACH CONTROL ON PRIMARY 126.4 OR 319.1 SECONDARY 120.55 OR 318.5
CONTACT NEW YORK APPROACH CONTROL ON 126.95 367.2
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20 NM ON 126.95 367.2
CONTACT NEW YORK APPROACH CONTROL ON 120.05 367.2
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20 NM ON 120.05 367.2
CONTACT NEW YORK APPROACH CONTROL ON 127.4 OR 269.0
CONTACT NEW YORK APPROACH CONTROL ON 127.4 OR 269.0
CONTACT NEW YORK APPROACH CONTROL ON 127.4 OR 269.0
CTC KENNEDY TWR ON 125.25 OR 258.3 2000' OR BELOW PRIOR TO 8 NM OF KENNEDY ARPT
CTC KENNEDY TWR ON 125.25 OR 258.3 2000' OR BELOW PRIOR TO 8 NM OF KENNEDY ARPT
CTC LA GUARDIA TWR ON 127.05 OR 263.0 2000' OR BELOW PRIOR TO 8 NM OF LA GUARDIA ARPT
CTC LA GUARDIA TWR ON 127.05 OR 263.0 2000' OR BELOW PRIOR TO 8 NM OF LA GUARDIA ARPT
CTC NEWARK TWR ON 127.85 OR 257.6 2000' OR BELOW PRIOR TO 8 NM OF NEWARK ARPT
HEAVY CONCENTRATION OF JFK TURBOJET DEPARTURES OUTBOUND BETWEEN THE JFK 310° AND JFK 156° AR 5000' AND ABOVE
CONTACT NEW YORK APPROACH CONTROL ON 125.7 OR 388.0
HIGH DENSITY OF UNCONTROLLED FIXED WING TRAFFIC OPERATING IN EAST RIVER TCA EXCLUSIONS. ALL AIRCRAFT SELF ANNOUNCE ON 123.075 FOR THE EAST RIVER AND 122.03 FOR THE HUDSON RIVER.
WARNING W-106 A
2000 MSL
NORTH ATLANTIC CONTROL AREA
6000-9000
6000-10,000
6000-13,000
6000-10,000
6000-8000
4000-8000
4000-9000
20 NM
15 NM
8 NM
W-106B
W-105E
ATLANTIC OCEAN
LONG ISLAND ARSA
NEW YORK
NAUTICAL MILES

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts as they may be readily identified.

Example: ● POWER PLANT

The name shown is that used by the air-controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS
FEET (Thousands): 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands): 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of all corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: N. ogonal Ocean Service, NOAA, N/CG151 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles, bounded by ruled lines, represent the highest known elevation in each area, rounded up to hundreds of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including man-made obstructions (trees, towers, antennas, etc.)

Example: 12,500 feet 125

MILITARY TRAINING ROUTES (MTR):

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted — route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for these routes affecting your flight.

Routes with a change in this alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along those routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, USE FOR AIMS, WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) emergency forced no land due to an emergency beyond the control of the operator, 2) an officially designated landing area, or 3) an approved official business of the Federal Government.

Aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Over Noise Sensitive Areas," defines this altitude as the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft unless administered by the three agencies without authorization from the respective agency. Exceptions include emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

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U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

best copy available

NEW YORK TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at the J. F. Kennedy International, La Guardia, and Newark International Airports unless the pilot-in-command holds at least a private pilot certificate.
3. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
5. An operable VOR or TACAN receiver (except for helicopters).
6. A 4096 code transponder with automatic altitude reporting equipment.

NOTE. – ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the New York TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft, or aircraft desiring to transit the TCA, should contact Approach Control on the frequency depicted for the sector of flight with reference to the La Guardia VOR. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
2. Aircraft departing primary airports are requested to advise the appropriate Clearance Delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than primary airports should give this information on appropriate ATC frequencies.
3. Aircraft desiring to transit the TCA will obtain clearance on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the presumption that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.